BookletChart™

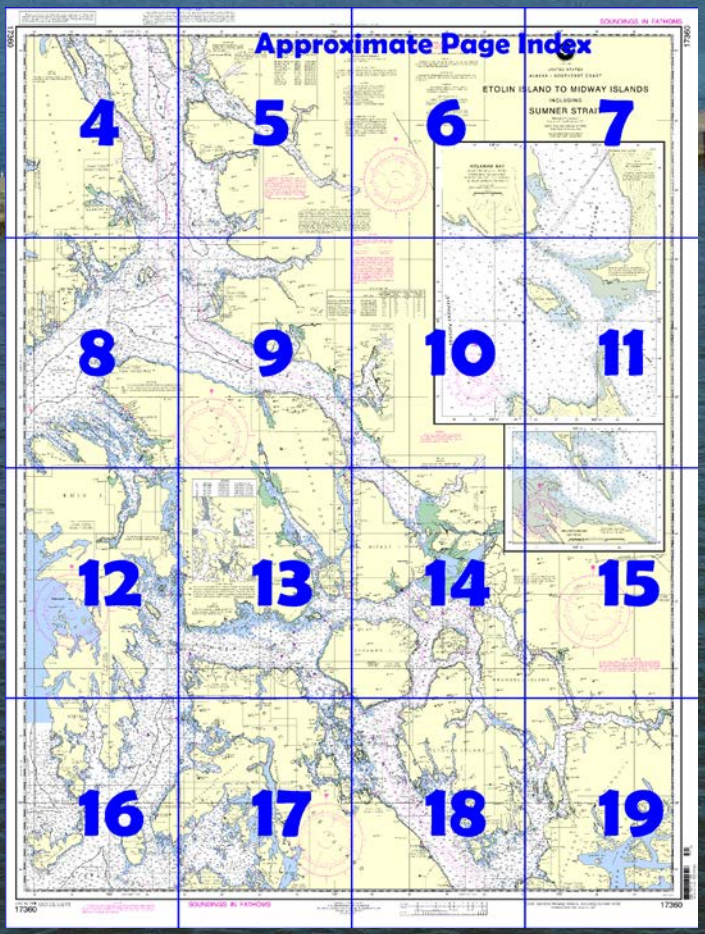
Etolin Island to Midway Islands

NOAA Chart 17360

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

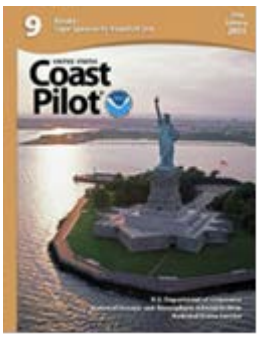
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17360.



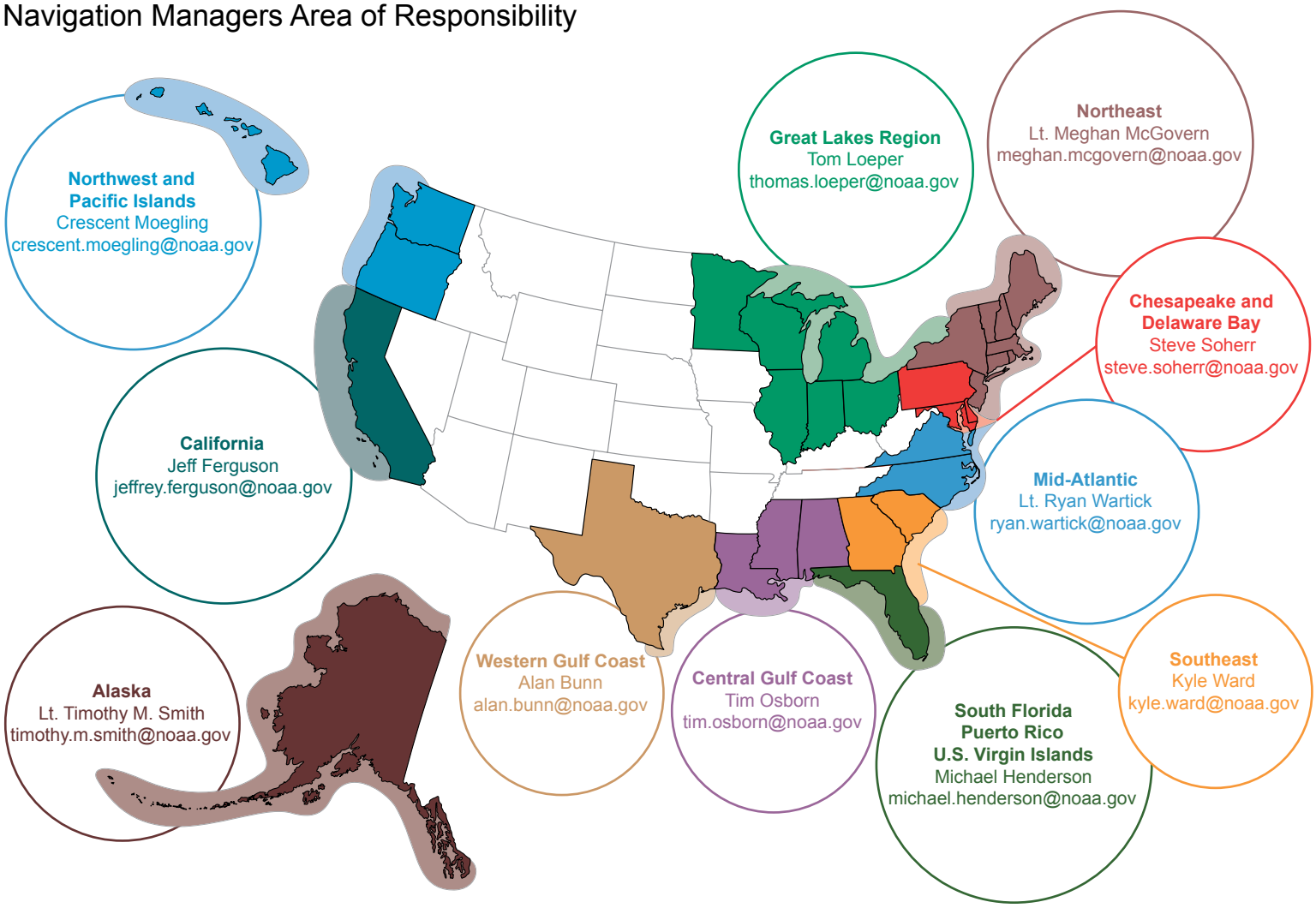
(Selected Excerpts from Coast Pilot)
Clarence Strait extends in a N direction from Dixon Entrance for 45 miles to Guard Islands and the W entrance to Tongass Narrows and Behm Canal, and thence in a NW direction for 67 miles to Sumner Strait. From its S entrance to Zarembo Island, a distance of about 100 miles, the channel is broad and comparatively free from dangers. At Zarembo Island the strait divides. The channel E of the island, called Stikine Strait, is the route taken by vessels to Wrangell and Wrangell Narrows; that W of the island, called Snow Passage, is used by vessels bound to Wrangell Narrows or W through Sumner Strait because it is more direct.

Passage through Clarence Strait and subsidiary channels to Sumner Strait and Wrangell is described in the following order: W shore, Cape Chacon to Kasaan Bay; E shore, including Felice Strait and Nichols Passage, to Vallenar Point; Kasaan Bay and N to Kashevarof Passage; Snow Passage, Ernest Sound and Zimovia Strait; Blake Channel and Eastern Passage; and Stikine Strait to Wrangell.
The current has a maximum velocity of 4 knots in Clarence Strait from the S entrance to the vicinity of Zarembo Island. At Cape Chacon, the flood current sets NE around the cape and the ebb SW. S of the line of Cape Chacon the tidal currents are much confused.
In general the currents in the strait set directly in and out during flood and ebb, except in the vicinity of the entrances to the tributaries, where a slight set across the channel may be experienced setting to or from them, especially the large tributaries; and along the shores of the strait where the current is either slack or there is a small countercurrent. The most noticeable of these countercurrents is at Dewey Anchorage and among the islands at Onslow Point, where it has considerable velocity, from 2 to 3 knots, and sets directly opposite in direction to the current in the strait. This countercurrent meets the main current at the entrance of the large bay E of Point Stanhope, and is confined to the bay and the immediate vicinity of the shore SE. (See the Tidal Current Tables for daily predictions of places in Clarence Strait.)
Weather.–The orientation of Clarence Strait and its proximity to the continent influence its weather. The strait is exposed to the strong southeasterlies of fall and early winter, although shelter may be found in several bays and inlets. Winter gales may also blow down the strait from the NW. Williwaws blow in many of the anchorages that are off the strait. While these waters are often sheltered from the summer advection fog, they are susceptible to winter radiation fogs. The S part of the strait is more exposed here, poor visibilities are most likely in late summer and early fall.
The shoreline from Ratz Harbor NW to **Clear Creek**, a distance of 6.3 miles, is practically straight. A small rock, 20 feet high, is 450 yards to the NE of the mouth of the creek.
Luck Point (55°59'N., 132°44'W.), on the W side of Clarence Strait opposite Point Stanhope, is a rounding point without marked features. Here the shoreline turns WNW and changes from a steep, rocky formation to a boulder beach about 100 yards wide. About 0.4 mile WNW from Luck Point, a narrow ledge extends offshore for about 0.3 mile. From about 0.7 mile NW of Luck Point to Coffman Cove, the coast is fringed with bare, awash, and submerged rocks.
Etolin Island, on the NE side of Clarence Strait near its head, separates Ernest Sound from Stikine Strait. The coast is bold, rocky, and densely wooded, and is broken by numerous inlets and off-lying islands.
McHenry Anchorage, about 7.5 miles N of Ernest Point (55°51'N., 132°22'W.), has clear width of about 700 yards and a length of about 1 mile from Avon Island to a small island at its head. It is sheltered except from W, and small vessels can anchor in the SE part of the harbor with shelter from all winds. **Avon Island**, on the N side of the entrance, is small, wooded, and close to shore; it should be given a berth of over 250 yards. A reef extends about 400 yards in a SE direction from the SE side of Avon Island. A rock, with 2.3 fathoms over it, is 0.5 mile WSW of Avon Island in 55°58'14"N., 132°28'30"W. **Sand Islet**, with a green bush on it, is close to the SE point at the entrance; a reef that bares and shows kelp extends 0.2 mile NW from it, and a shoal extends 250 yards E of Sand Islet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

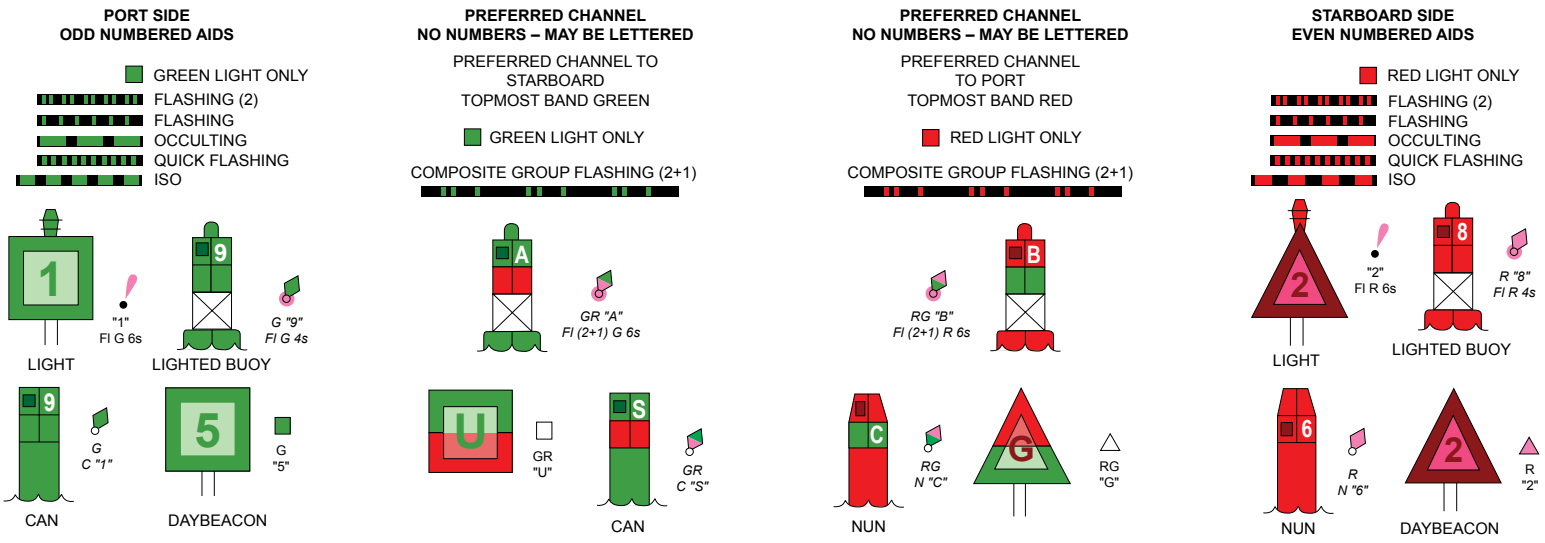


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

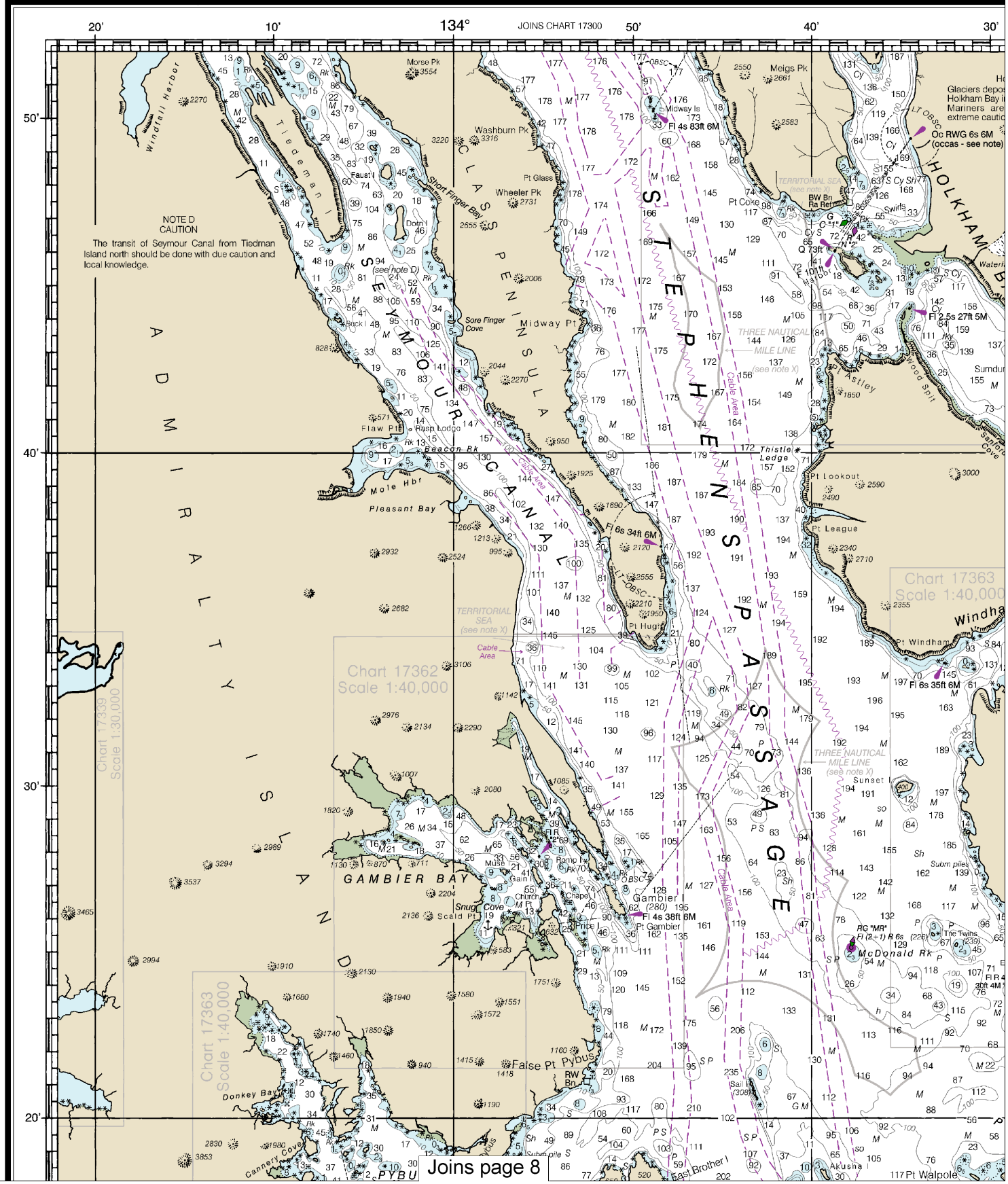
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

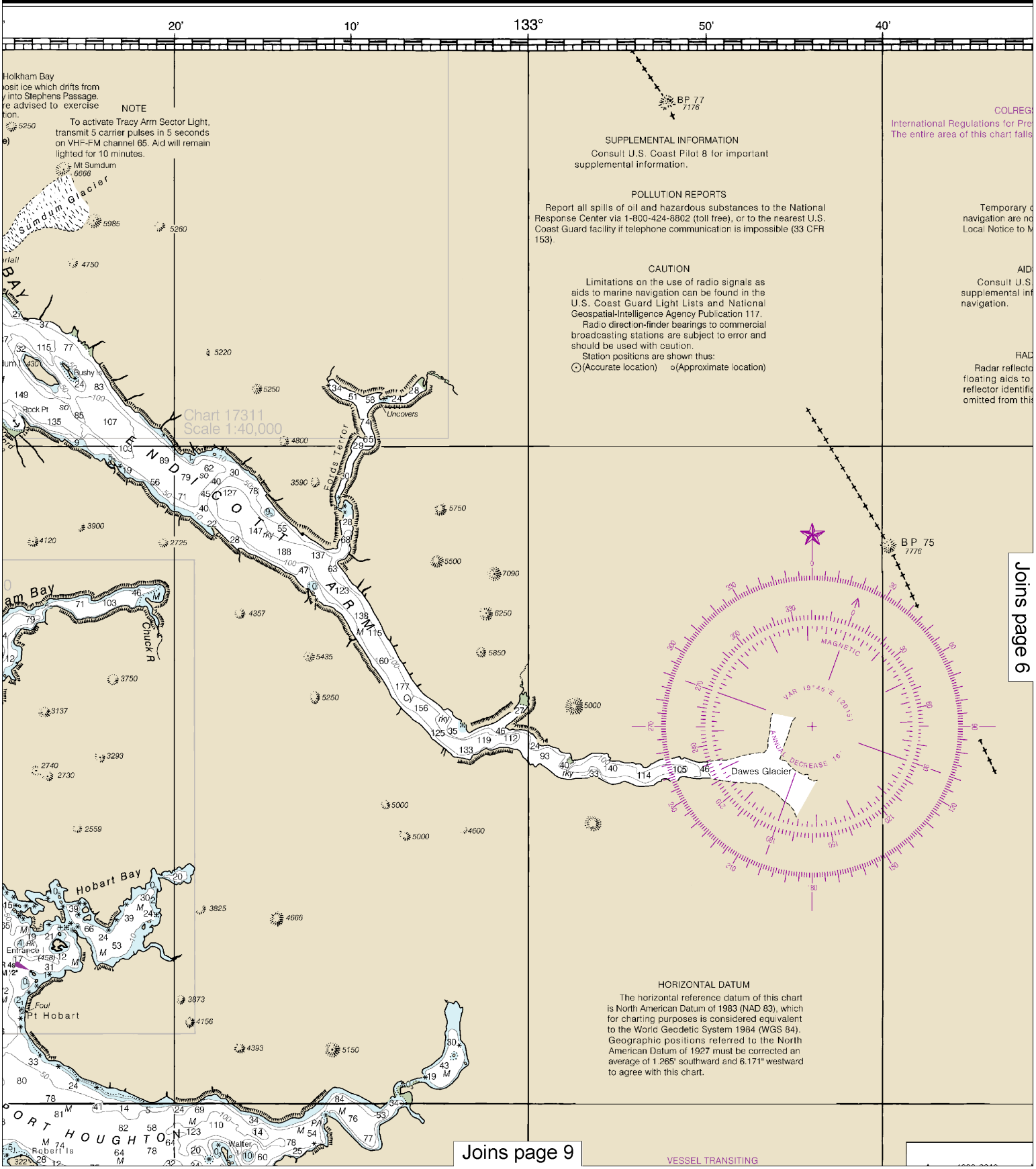
17360



4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8201, 1st Ed., Mar. 1868 C-1937-473 KAPP 2679



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:290437. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8201, 1st Ed., Mar. 1888 C-1937-473 KAPP 2679

20' 10' 133° 50' 40' 30'

Sector Light,
n 5 seconds
d will remain

BP 77
7176

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarca

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Chart 17311
Scale 1:40,000

Fords Terror

Uncovers

BP 75
7776

MAGNETIC

VAR 19°45' E (2015)

ANNUAL DECREASE 16'

Dawes Glacier

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.265" southward and 6.171" westward to agree with this chart.

Joins page 5

Joins page 10

SOURCE

6

Note: Chart grid lines are aligned with true north.

17360

20' 10' 132° 50' 40'

50'

40'

30'

20'

cation Line.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

ETOLIN ISLAND TO MIDWAY ISLANDS

INCLUDING

SUMNER STRAIT

Mercator Projection
Scale 1:217,828 at Lat. 57°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevations values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Geological Survey, and U.S. Coast Guard.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Wrangell	(56°28'N/132°23'W)	16.0	15.1	1.5
Coronation Island	(55°54'N/134°07'W)	10.7	9.9	1.4
Port Protection	(56°19'N/133°36'W)	12.4	11.5	1.4
Petersburg	(56°49'N/132°57'W)	16.0	15.1	1.5
Windham Bay	(57°33'N/133°30'W)	15.1	14.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2015)

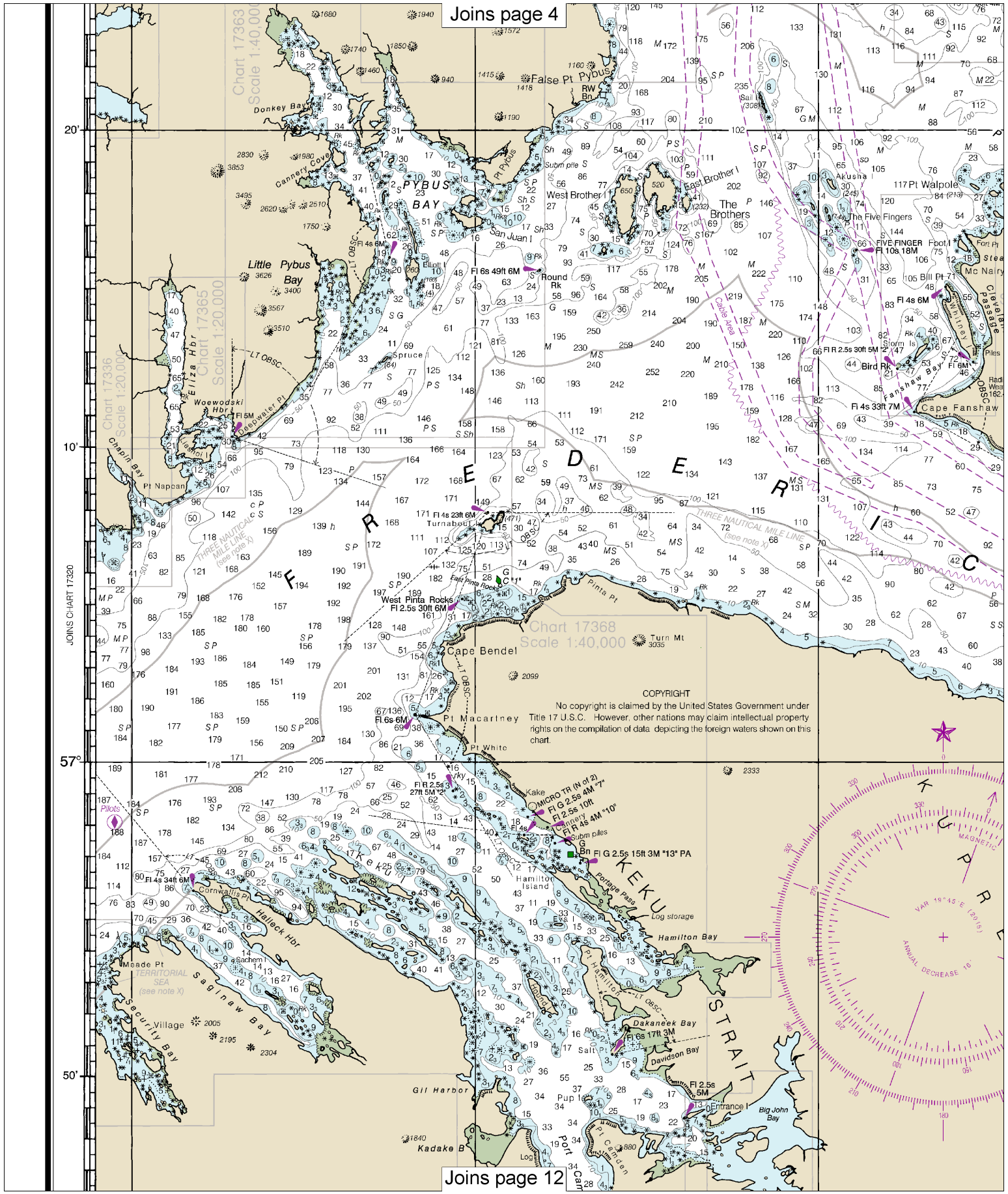
NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. Robert Barron, AK KZZ-87 162.450 MHz
Mt. McArthur, AK KZZ-95 162.525 MHz
Sukkwan I, AK
Cape Fanshaw, AK

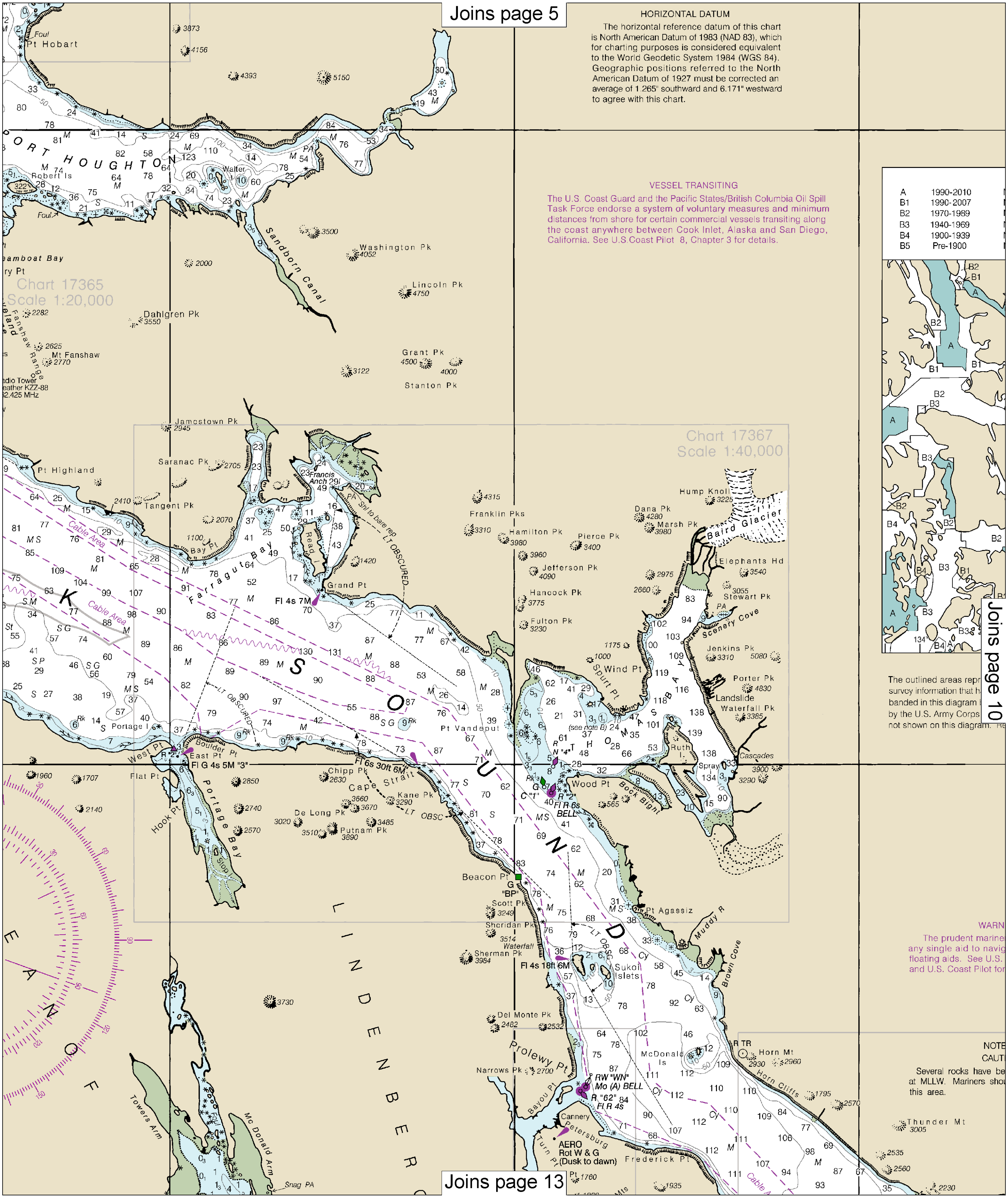
Joins page 11

37th Ed., Jun. 2015. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.



Joins page 5
HORIZONTAL DATUM
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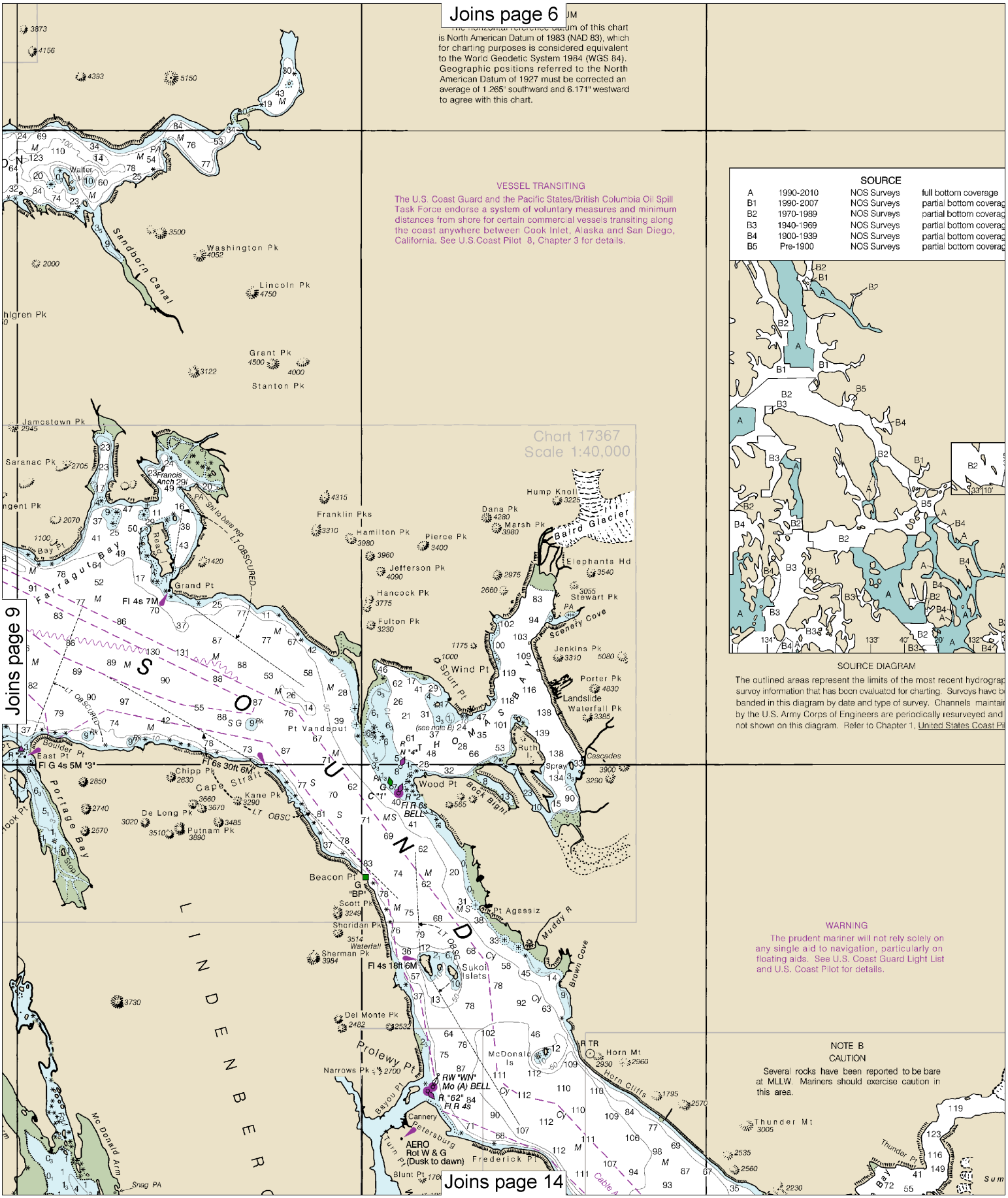
VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S Coast Pilot 8, Chapter 3 for details.
A 1990-2010
B1 1990-2007
B2 1970-1989
B3 1940-1969
B4 1900-1939
B5 Pre-1900
Joins page 10
Pt Hobart
PORT HOUGHTON
Robert Is
Walter
Sandborn Canal
Washington Pk
Lincoln Pk
Chart 17365
Scale 1:20,000
Dahlgren Pk
Fanshaw Range
Mt Fanshaw
Grant Pk
Stanton Pk
Jamestown Pk
Chart 17367
Scale 1:40,000
Pt Highland
Saranac Pk
Tangent Pk
Francis Anch
Farragut Bay
Read I
Grand Pt
Fl 4s 7M
LT OBSCURED
Franklin Pks
Hamilton Pk
Pierce Pk
Jefferson Pk
Hancock Pk
Fulton Pk
Hump Knoll
Dana Pk
Marsh Pk
Baird Glacier
Elephants Hd
Stewart Pk
Scenery Cove
Jenkins Pk
Wind Pt
Spurt Pt
THOMAS BAY
Porter Pk
Landslide
Waterfall Pk
Ruth I.
Cascades
Spray I.
Wood Pt
Bock Bight
Cable Area
FREDERICK SOUND
Pt Vandeput
Portage I
West Pt
East Pt
Boulder Pt
Fl G 4s 5M "3"
Fl 6s 30ft 6M
Flat Pt
Hook Pt
Portage Bay
Chipp Pk
Cape Strait
Kane Pk
De Long Pk
Putnam Pk
LT OBSC
Fl R 6s BELL
Beacon Pt
"BP"
Scott Pk
Sheridan Pk
Waterfall
Sherman Pk
Fl 4s 18ft 6M
Sukoi Islets
Pt Agassiz
Muddy R
Brown Cove
LINDENBERG
Del Monte Pk
Prolewy Pt
Narrows Pk
Bayou Pt
RW "WN" Mo (A) BELL
R "62" Fl R 4s
Cannery
Petersburg
Turn Pt
AERO Rot W & G (Dusk to dawn)
Frederick Pt
McDonald Is
Horn Mt
Horn Cliffs
Thunder Mt
Towers Arm
Mc Donald Arm
Joins page 13



Note: Chart grid lines are aligned with true north.

tide predictions. and tidal current predictions are av ndcurrents.noaa.gov.

(Apr 2015)

Joins page 7

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Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz
Juneau, AK	WXJ-25	162.550 MHz
Ketchikan, AK	WXJ-26	162.550 MHz
Wrangell, AK	WXJ-83	162.400 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

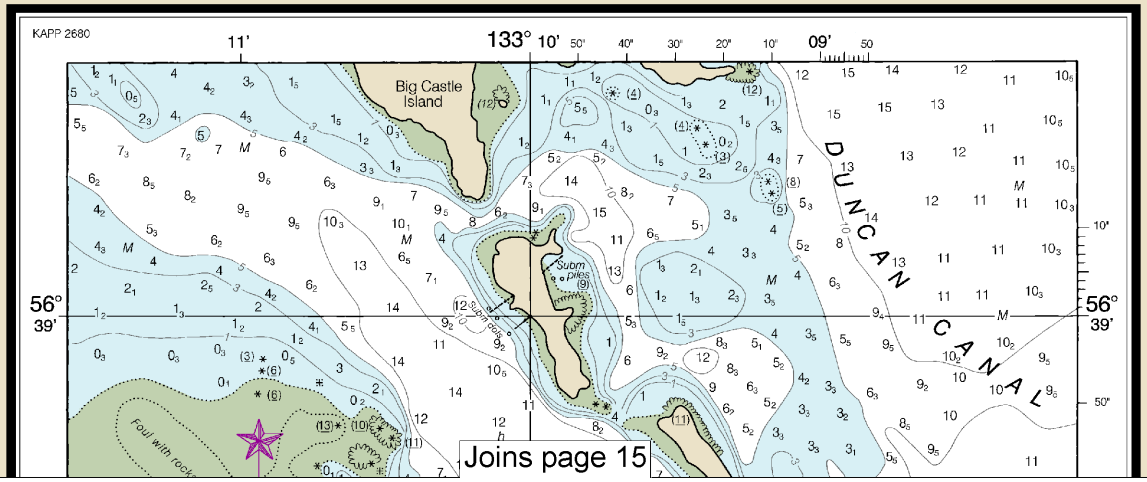
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

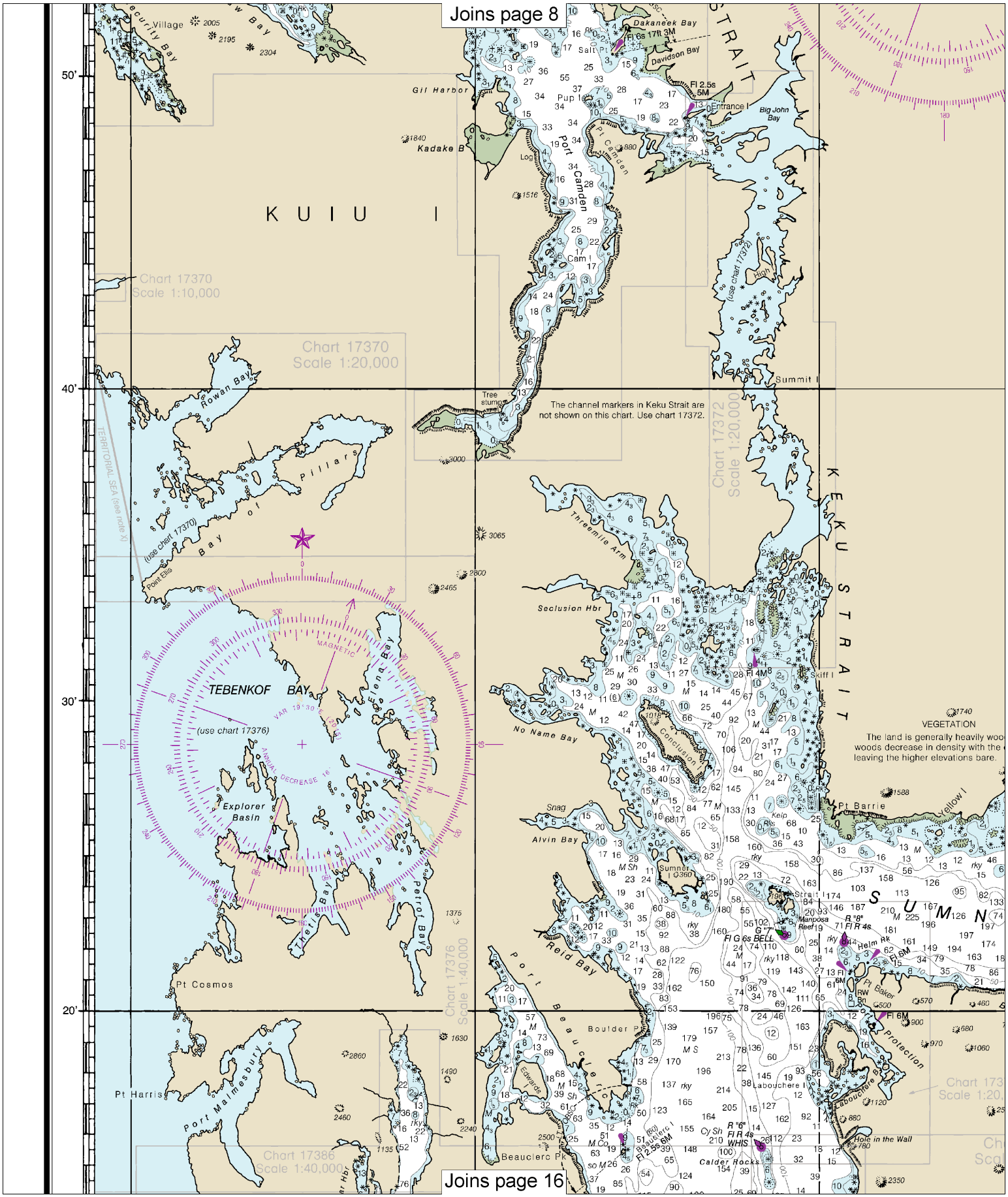
Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

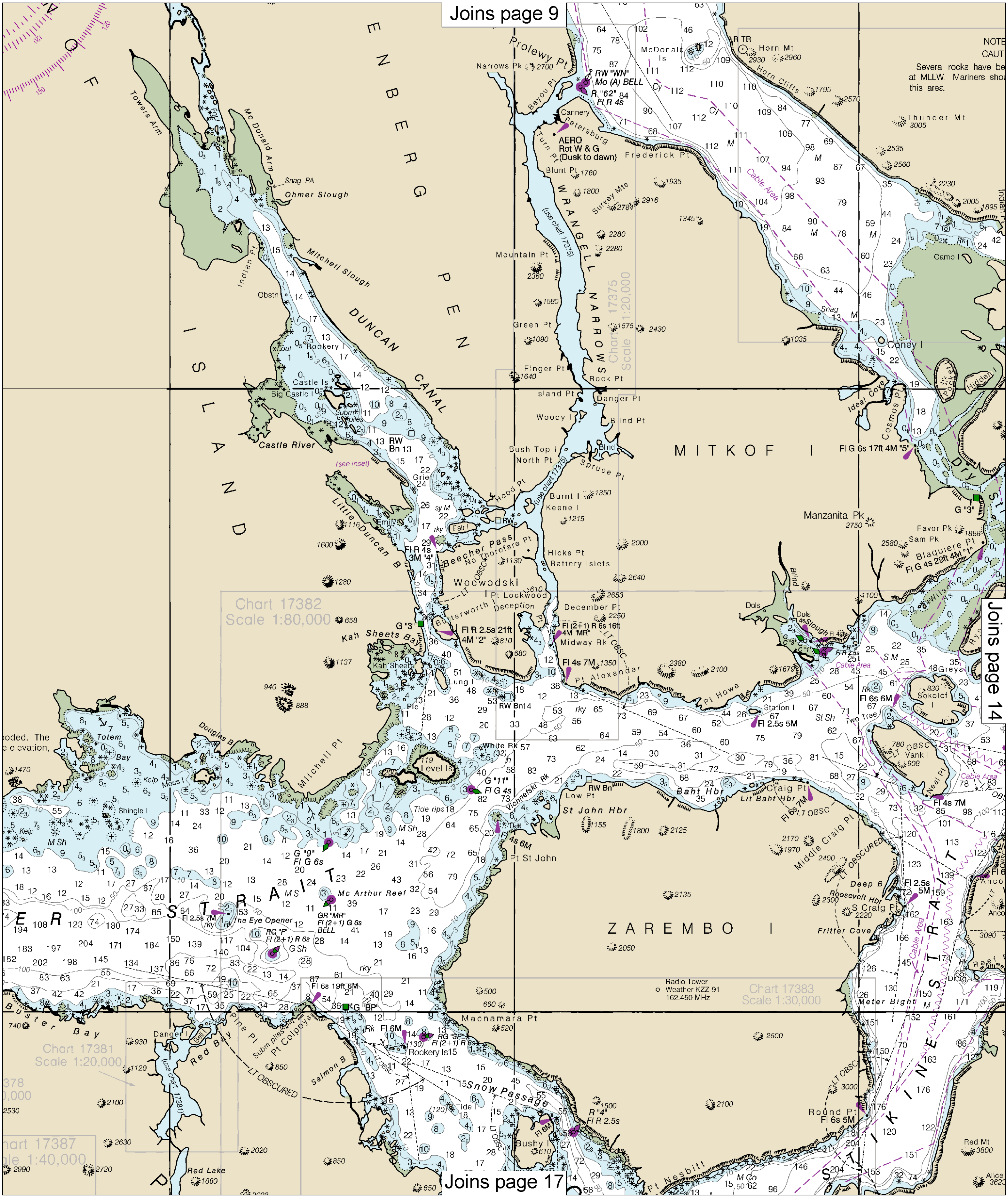


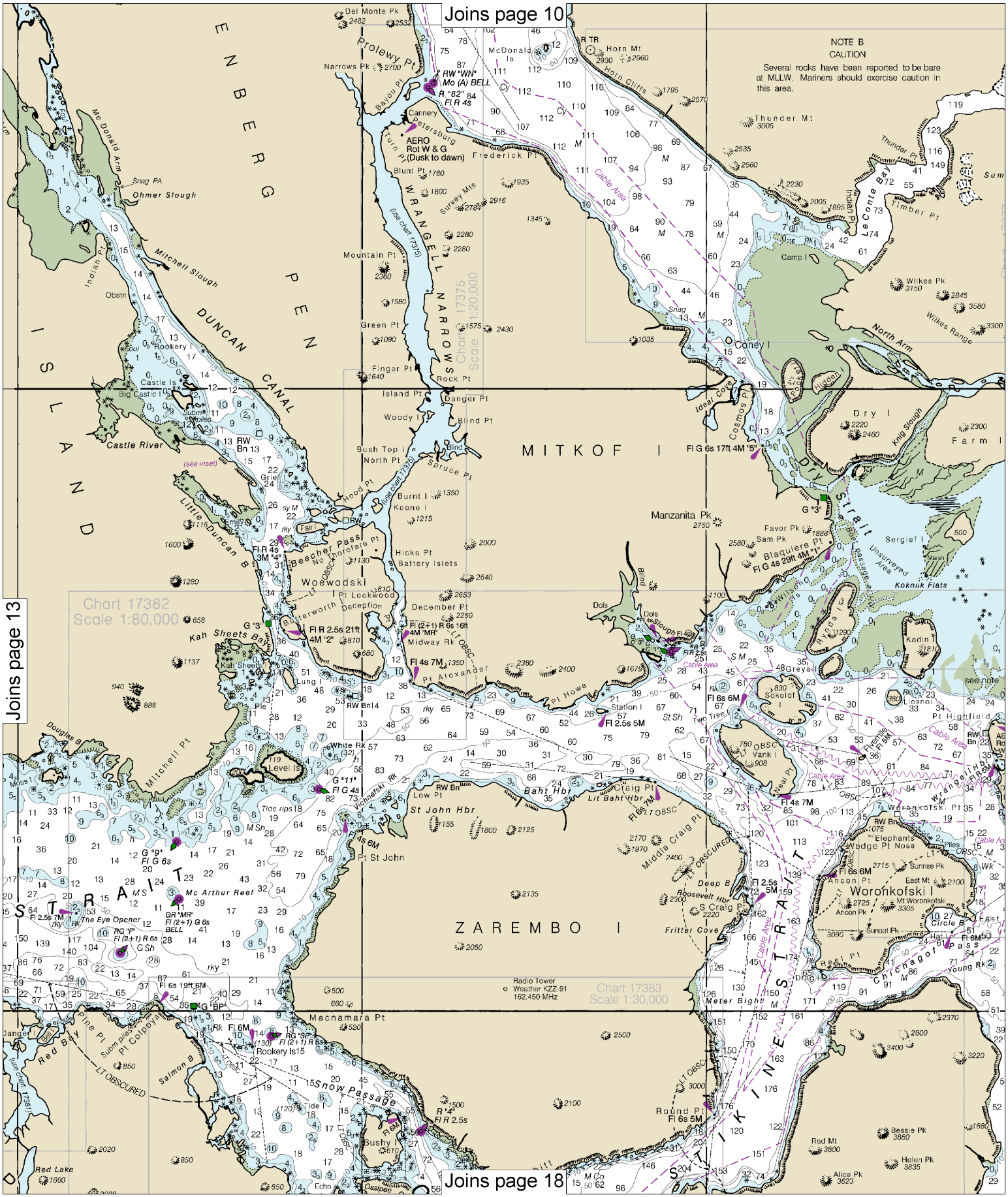
Joins page 15



12

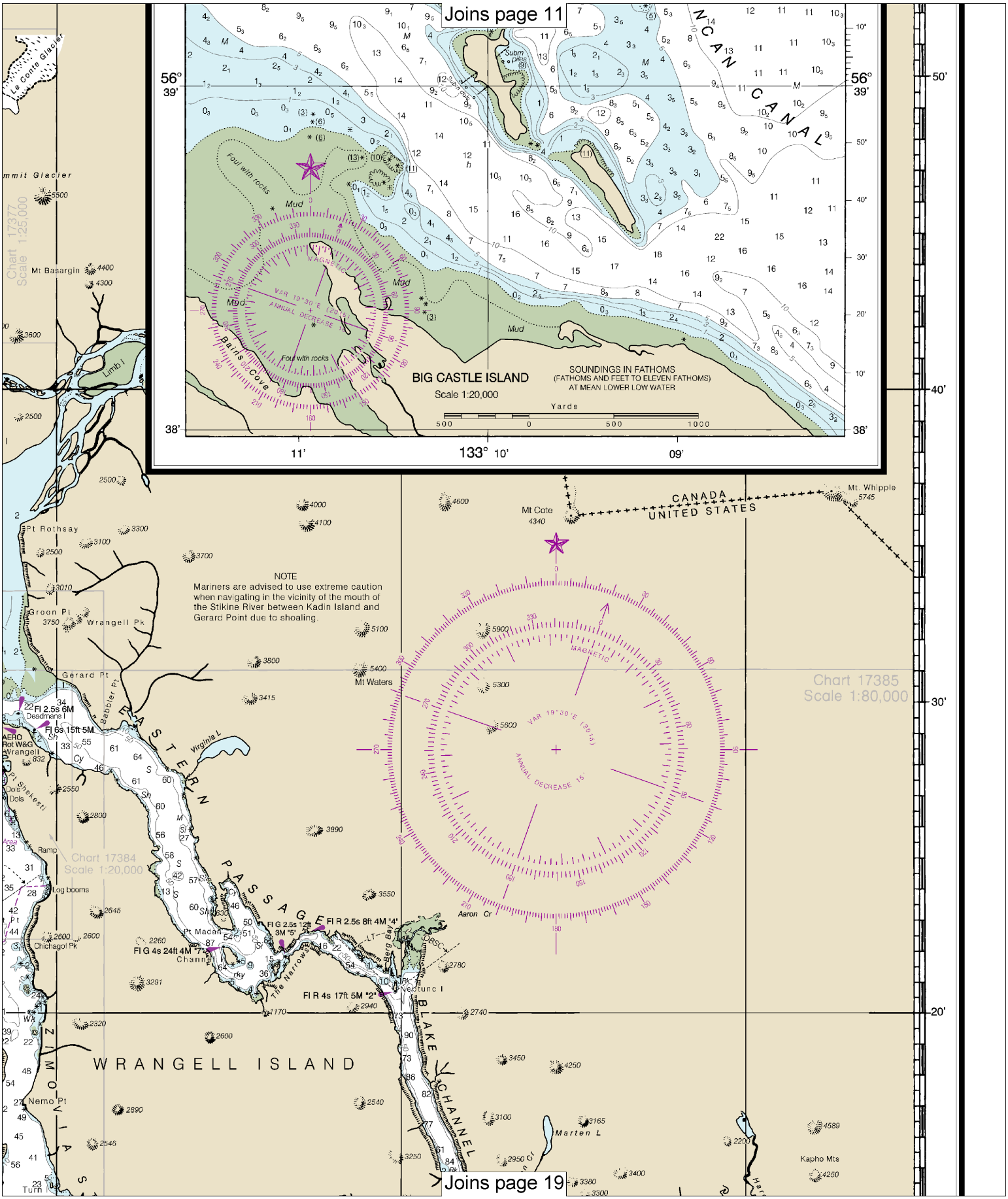
Note: Chart grid lines are aligned with true north.

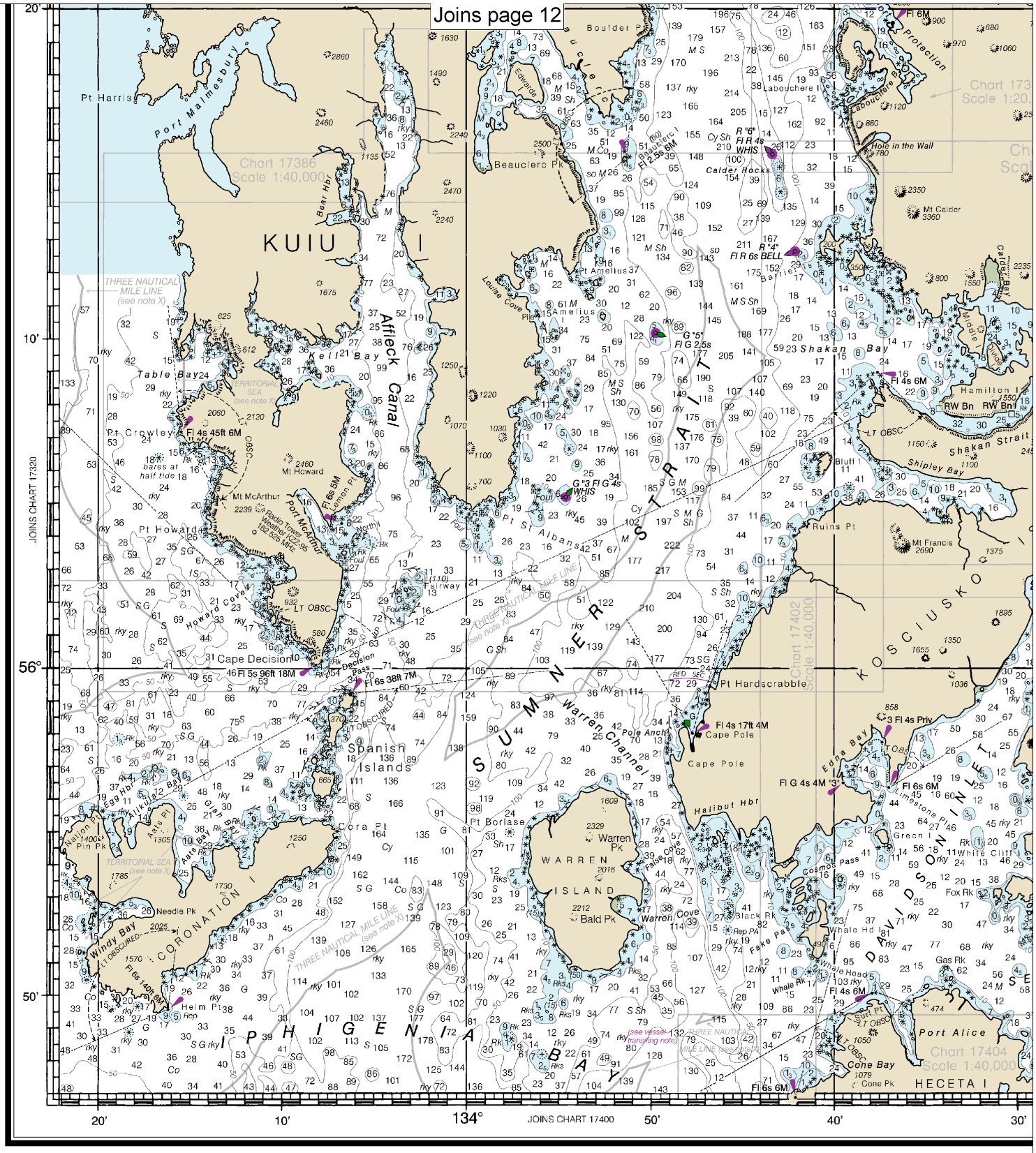

Joins page 9
Joins page 14
Joins page 17
DUNCAN CANAL
MITKOF I
ZAREMBO I
WRANGELL NARROWS
STIKINE STRAIT
Woewodski I
Chart 17382
Scale 1:80,000
Chart 17375
Scale 1:20,000
Chart 17383
Scale 1:30,000
Chart 17381
Scale 1:20,000
Chart 17387
Petersburg
Mitchell Slough
Ohmer Slough
Castle River
Castle Is
Big Castle I
Rookery I
Kah Sheets Bay
Beecher Pass
Level Is
Mc Arthur Reef
The Eye Opener
Snow Passage
Vichnefski Rk
St John Hbr
Pt St John
Baht Hbr
Lit Baht Hbr
Craig Pt
Middle Craig Pt
Deep B
Roosevelt Hbr
S Craig Pt
Fritter Cove
Meter Bight
Round Pt
Pt Nesbitt
Bushy I
Macnamara Pt
Rockery Is
Salmon B
Pt Colpoys
Red Bay
Red Lake
Buster Bay
Totem Bay
Shingle I
Moss I
Douglas B
Mitchell Pt
Pt Alexander
Pt Howe
Station I
Two Tree I
Sokolof I
Vank I
Greys I
Dols
Dry Strait
Coney I
Ideal Cove
Cosmos Pt
Camp I
Horn Mt
Horn Cliffs
Thunder Mt
Frederick Pt
Prolewy Pt
Narrows Pk
Survey Mts
Mountain Pt
Green Pt
Finger Pt
Island Pt
Danger Pt
Blind Pt
Woody I
Spruce Pt
Burnt I
Keene I
Hood Pt
Hicks Pt
Battery Islets
December Pt
Midway Rk
Pt Lockwood
Deception
Butterworth
Manzanita Pk
Favor Pk
Sam Pk
Blaquiere Pt
Radio Tower
Weather KZZ-91
162.450 MHz
Cable Area
LT OBSCURED
Several rocks have been reported at MLLW. Mariners should use caution in this area.



14

Note: Chart grid lines are aligned with true north.


Joins page 11
BIG CASTLE ISLAND
Scale 1:20,000
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
Yards
500 0 500 1000
Foul with rocks
Mud
Barns Cove
CANADA
UNITED STATES
Mt Cote
4340
Mt. Whipple
5745
NOTE
Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.
Chart 17385
Scale 1:80,000
Chart 17384
Scale 1:20,000
Chart 17377
Scale 1:25,000
Le Conte Glacier
Mt Basargin
4400
4300
Limb I
Pt Rothsay
Green Pt
3750
Wrangell Pk
Gerard Pt
Gabbler Pt
Deadmans I
Fl 2.5s 6M
Fl 6s 15ft 5M
AERO
Rot W&G
Wrangell
Virginia L
EASTERN PASSAGE
Pt Stekestl
Dols
Ramo
Log booms
Pt Macan
Chichagof Pk
Fl G 4s 24ft 4M "7"
Channel
Fl G 2.5s 12ft 3M "5"
Fl R 2.5s 8ft 4M "4"
The Narrows
Fl R 4s 17ft 5M "2"
Neptune I
Berg Bay
Aaron Cr
WRANGELL ISLAND
ZIMOVIA STRAIT
BLAKE CHANNEL
Nemo Pt
Turn Pt
Mt Waters
5400
Marten L
3165
Kapho Mts
4250
Joins page 19
56° 39'
38'
133° 10'
11'
09'
50'
40'
30'
20'



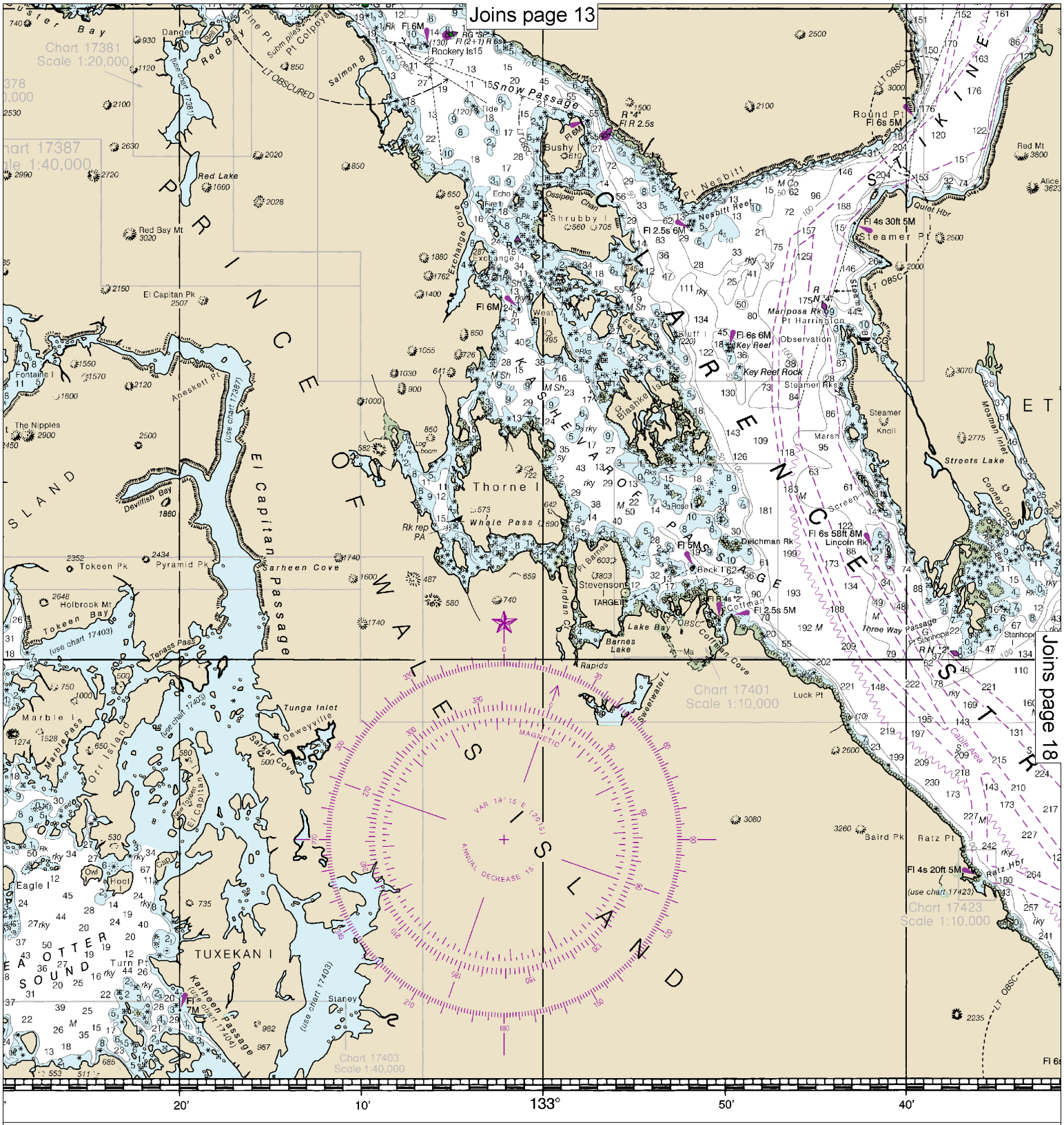
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

17360

37th Ed., Jun. 2015. Last Correction: 12/9/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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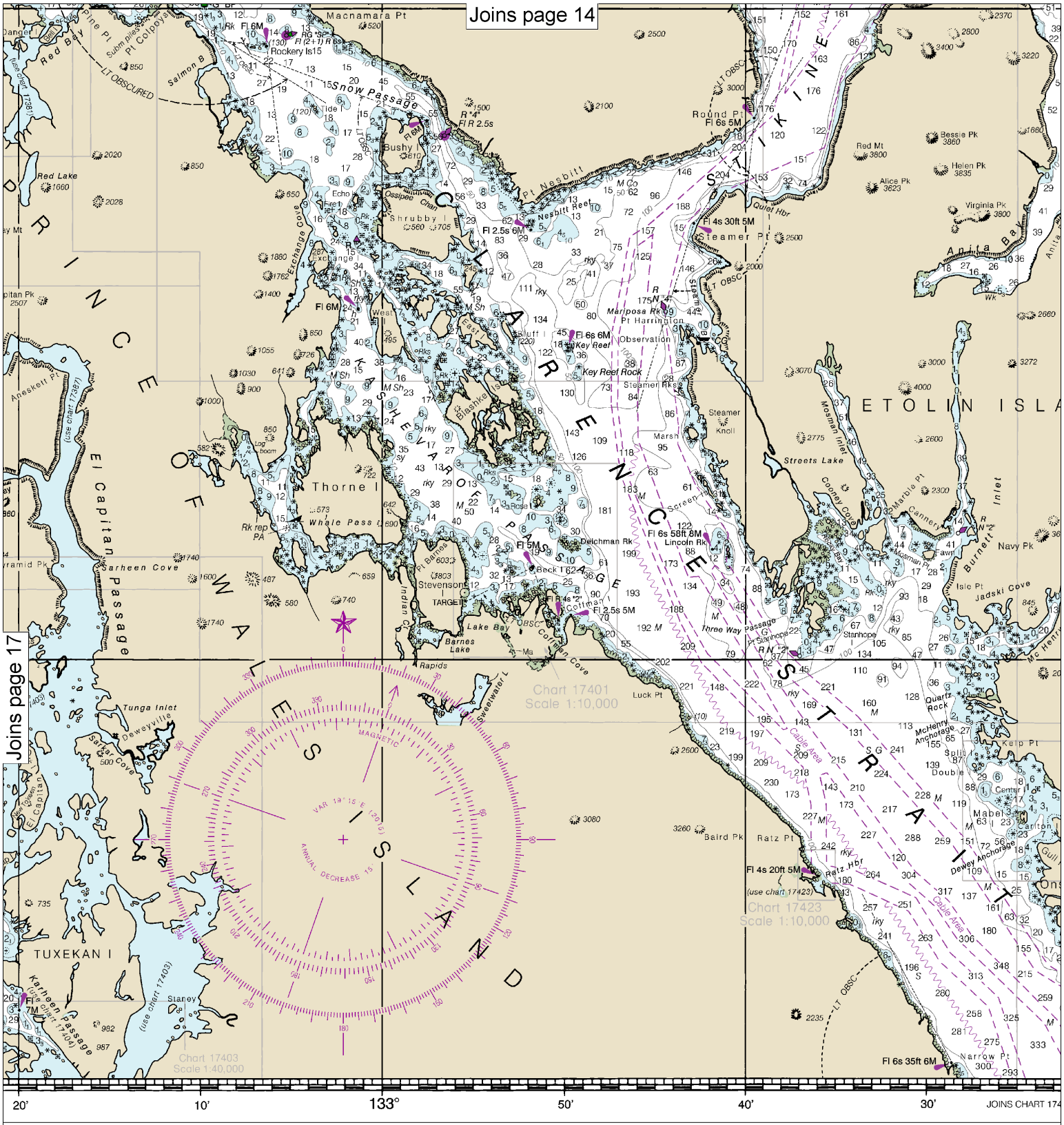
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13							



GS IN FATHOMS
AND FEET TO 11 FATHOMS)

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

Note: Chart grid lines are aligned with true north.

Etolin Island to Midway Islands, including Sumner Strait

SOUNDINGS IN FATHOMS - SCALE 1:217,828

17360

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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